

WHAT IS CLAIMED IS:

1. A railway car comprising an underframe, side structures, and a roof structure, characterized in that

in the underframe, material used to form both longitudinal ends of the railway car is softer than material used to form a longitudinal center portion thereof, the material of said both longitudinal ends being formed by annealing.

2. A railway car according to claim 1, wherein

members constituting a floor portion of said underframe are selected such that the material used to form both longitudinal ends of the members is softer than the material used to form a longitudinal center portion thereof.

3. A railway car according to claim 2, wherein

members constituting the floor portion of said underframe and side sills of said underframe, said side sills being disposed at both width-direction-sides of said floor portion, are selected such that the material used to form both longitudinal ends of the members constituting the floor portion of said underframe and side sills of said underframe are softer than the material used to form the longitudinal center portion thereof.

4. A railway car according to claim 3, wherein the side sills are provided with elongated holes.

5. A railway car according to claim 1, wherein
one or more center sills are disposed on a lower side of said underframe
along a longitudinal direction of the railway car for joining a coupler thereto and are
selected such that the material used to form both longitudinal ends of the center sills
is softer than the material used to form the longitudinal center portion of the center
sills.

6. A railway car according to claim 5, wherein the one or more center sills are
provided with elongated holes.

7. A railway car according to claim 1, wherein each of said both longitudinal
ends of the railway car extends 100 to 500 mm.

8. A railway car according to claim 1, wherein
said side structures and said roof structure are selected such that the material
used to form both longitudinal end areas of the side structures and the roof structure
are softer than the material used to form the longitudinal center areas thereof.

9. A railway car according to claim 1, wherein the material used in forming
the longitudinal center portion and the longitudinal ends have a same composition,
with the material of the longitudinal ends having been made softer by said annealing.

10. A railway car formation comprising plural car bodies being connected, characterized in that

both ends of a respective car body of the railway car formation, constituting a portion of a passenger room, are equipped with parts that shrink in the longitudinal direction of said respective car body when said respective car body collides against another car body being adjacent thereto.

11. A railway car formation according to claim 10, characterized in that said portion of a passenger room is an underframe of each car body, and the material for forming said both ends of said underframe of said respective car body is softer than the material for forming a longitudinal center area thereof, the material for forming said both ends being formed by annealing.

12. A railway car formation according to claim 11, wherein the material used in forming said both ends of said underframe of each car body and the material used in forming said longitudinal center area thereof have a same composition, with the material of said both ends having been made softer by said annealing.